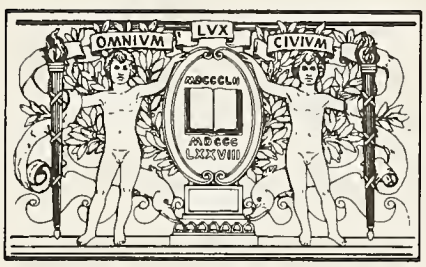

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PRUDENTIAL CENTER
PROGRESS REPORT NUMBER ONE

(From time to time, the Prudential's Public Relations Department will prepare a report similar to this one to bring all news media up-to-date on events at the Prudential Center.)

Beat Sets Tempo

The heavy, methodical beat of the pile-driver soon will set the tempo for the stepped-up activities at the Prudential Center site in the Back Bay. The pile-driver will move into position at the western end of the site to sink pilings for the War Memorial Auditorium being built by the City of Boston.

Construction workers, fluctuating between two and three hundred, now are busy at the sprawling 31 1/3-acre site; including steel and cement workers who are readying the foundation for the 52-story Prudential Tower. This skyscraper, dominant feature of the $100-million-plus project, will be the tallest skyscraper in the Western Hemisphere outside of Manhattan.

Unusual Tower Facts

Interestingly enough, this "tallest" subject has some unusual facets. The height of Prudential Tower will be about 750 feet. (Or, more exactly, 749' 9" above Huntington Avenue; 747' 2" above Boylston Street -- take your pick.) It will be the tallest office building in the world outside of New York City. Or, the tallest building in the country (and the Western Hemisphere) outside Manhattan. Outside Manhattan, the only taller buildings are the Eiffel Tower in Paris at 985 feet and Moscow State University at 787 feet -- just 37 feet taller than the Prudential Tower. [Currently, the tallest building in Boston, according to the 1962 World Almanac, is the U. S. Custom House at 496 feet.]

Three Major Jobs

Contractors for two of the three major building jobs within the site area are moving rapidly ahead. The Perini-Walsh-Perini joint construction combine, successful bidder for the major central tower and plaza section, continues to accelerate its activities each passing day. S. Volpe & Co., Inc., the firm building the $10.8-million civic auditorium, also has stepped up its efforts.

Thus far, bids are still under consideration for the construction of the 27-story Hotel America, to be Boston's first new hotel in three decades. The Prudential Insurance Co. of America will build and own this 1,000-room hotel, and it will be operated by the Boston-based Hotel Corporation of America. The hotel will be adjacent to the convention hall.

partments
A Question

Currently, the eastern section of the site is being transformed into a landscaped parking area and will serve in this capacity until Prudential decides how best to utilize the space. Initially, this sector was scheduled as the site for six high-rise apartment buildings. Additional research will determine whether this space still should be utilized for that purpose or whether other plans should be substituted.

Perini construction men have virtually completed wooden forms for a concrete wall on the north, or Boylston Street, side of the railroad tracks which will serve as a barrier between the turnpike-and-railroad easements and the Prudential area. Eventually, this "wall" will surround the entire central section of the project as it is an essential part of the foundation-strenthening of the tower base.

teel
Work
Popular

Without question, the highlight of this early construction stage thus far, in terms of popular interest to the general public, is the steel erection work and its concomitant phases. The process of "grouting" -- putting in cement for the Prudential Tower foundation -- was an especially demanding operation . . . and enjoyed top popularity among "sidewalk superintendents." This work, now complete, provides the foundation for the grillages (or footings) for the enormous steel columns which will support the shaft-like tower. Workmen "wet down" the cement pad for the grillages in order to permit curing and drying. This cement, plus pilings earlier driven down 150-feet-plus to bedrock, bears the brunt of the skyscraper weight.

Officials report that steel work at the first floor, or plaza, is imminent. Meanwhile, building beams and girders and cross members have been placed on the grillages at the various sub-levels below the plaza area. Previously, 8' 6" reinforced concrete grid slabs were placed between the grillage pad and caissons.

The cranes now moving the steel into position will handle the work at the sub-levels referred to above; and will do so until the second floor level is reached. At that point, derricks will be erected to take care of the steel work. The placing of the steel building columns upward from the second to the 52nd floor is expected to be one of the most fascinating phases of the entire construction work.

o
Leaning
Tower

Alignment of the grillages was literally a case of minutely exacting measurements. Carefully calculated work, in the "splitting hairs" category, was an absolute must as the grillage alignment had to be perfectly level. Any deviation at the base level of the tower would be reflected at the top of the building with a possible "leaning tower of Pisa" effect.

Looking beyond successful completion of these final foundation details, as well as necessary work in the plaza area, work then will start on the "ring road" serving the central area and its associated plaza. This work will be done at roughly the Huntington Avenue level. Slightly higher, another plaza will form the entrance area for the tower and its four surrounding commercial buildings.

The project's "spear alley" has aroused some comment. These semi-circular steel rods jutting up from the foundation area at the corner of Huntington Avenue and West Newton Street outline the area for ramps which will be built to carry automobiles in and out of the garages scheduled for the present foundation level.

Fire Official Assigned

Assistant Chief John Howard of the Boston Fire Department has been assigned to serve as liaison man between that department and project officials. He will keep the department abreast of project developments, access routes, probable water sources within the site, and will make frequent personal on-the-scene visits to the site. He is involved also in relocation of the hydrants surrounding Prudential Center as well as the elimination of dead end water mains.

For the "sidewalk supers," here's a break-down to permit them to single out the job classifications of various workers they may see engaged in particular work. The colored "hard hats" offer the clue needed. Red hats signify laborers; white for supervisors; blue for carpenters; orange for steel workers; yellow for engineers and surveyors; and green for machine operators.

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May 31, 1962

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PRUDENTIAL CENTER
PROGRESS REPORT NUMBER TWO

(This is the second in a continuing series of reports prepared by Prudential's Public Relations Department to keep news media up-to-date on activities at the Prudential Center.)

Boston's skyline has changed in recent days . . . a change that will be more pronounced as progress continues on the 52-story skyscraper that will be the focal point of the huge Prudential Center in the Back Bay. Motorists report from different points of the compass -- the Southeast Expressway, Eliot Bridge near Harvard Stadium, and the Massachusetts Avenue bridge spanning the Charles River from Cambridge to Boston -- that they have "sighted" the uppermost derricks now working at the 16th floor level of Prudential Tower which eventually will soar upwards 750 feet.

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hanges

G. W. "Tex" Twining, the man in charge of putting up the steel frame of this highest office building in the world outside Manhattan, predicts that steel for the structure probably will be in place before the end of the year. "That's our goal, anyway," says Twining, superintendent for the American Bridge Division of U. S. Steel. A veteran of four decades in steel construction, Twining has been connected with some of the nation's biggest jobs, including the Prudential Tower and the United Insurance Co. of America buildings in Chicago, the Republic National (an office and bank building) and the Southland Insurance, both in Dallas, Texas.

From the "sidewalk superintendent's" viewpoint, one of the more fascinating aspects of the tower construction is the "jumping" of derricks from floor to floor on the budding skyscraper. Four derricks have been placed on the tower, fastened by cables. These derricks are made up of two parts -- a mast, or upright section, and boom, that part that reaches out to lift steel from the ground up into position. To "jump" the derricks up every two floors, the boom is disconnected from the mast at the base with the boom turned inward on its own axis to face the mast and the boom's large hooks fastened to the mast. Then the operator on the hoisting engine, located on a lower floor, lifts the mast to the next floor. The boom is then turned back to face outward in its original position, the hoist engine starts again, and the mast pulls the boom up after it. (The hoisting engines weigh up to 27 tons each. Two weigh 11 tons, and two weigh 27 tons.) The two parts are then reassembled, and ready to resume work.

ıping"
:rricks
?ascinate

Each step forward in steel construction spawns the opportunity for other phases of the overall job. Sub-contractors now are busy within the framework of the tower with plumbing, heating, water, light and power work all moving forward. Much of this activity is centered within the tower "innards," or utility shafts which run parallel to, and are not unlike, elevator shafts. Metal decking, a permanent part of the sub-flooring, is being installed and steel stairways are being built almost on the heels of the steel men.

Actually, the building of the tower could be likened to a king-sized erector set. As in a child's set, the steel was pre-fabricated into beams, columns and girders at the steel mills. Each piece was marked with combinations of letters and numbers to guide steel workers as they put this "erector set" together . . . a set with jig-saw puzzle aspects to it.

While it's axiomatic that steel workers must "keep their heads" at high altitudes, on this Prudential job they also must keep their "hard hats" on, too. Due to high winds, the men must secure their hats while aloft so they don't blow off. The wind poses problems because of the wide-open aspects of the site area.

Elsewhere on the project, at the north and south foundation areas, steady progress is being made. The building of forms, pouring of concrete, stripping of forms, and cement finishing all is moving along. This work includes various garage levels, commercial buildings foundations, and various "utility" areas (transformer rooms, fan rooms, machine rooms, and units housing escalators and attendant machinery to be used to lift patrons from underground garages to plaza level).

Portions of the foundation have been completed on the commercial building at the base of the tower that will be nearest the civic auditorium. Cement finishers, sand-blasters and weatherproofing experts now are working in these areas on the Boylston Street side of the project.

At the War Memorial Auditorium site, workers ran into an unexpected engineering problem when piledrivers struck underground conditions not previously observed at the site. It's believed the underground obstructions are part of the foundations of an old mill dam or causeway. As a result, certain of the auditorium plans are being redrawn but the delay resulting is regarded as minor.

Huge underground cavern-like garages, which will be under the commercial buildings and plaza, also are visible now. However, they will disappear from view soon as work continues in the area on the "top cover" which will make up the plazas, ring road, walkways and other features at street level.

The north and south easement wall is virtually complete, and will separate the Prudential Tower from the 132-foot wide right-of-way for the toll road and railroad. When roofed-in by the plazas and commercial

buildings, this right-of-way will be 510 feet long. In addition, this will be extended another 450 feet through the tunnel under the civic auditorium.

Foundation work on the south, or Huntington Avenue, side has focused mainly on the part of the project near the corner of Huntington Avenue, West Newton and Belvidere Streets. Work has been under way on the foundation for the ramp leading from the street down under the project for service facilities, plus adjacent foundation work on the commercial building that will house the New England Merchants National Bank. While this work is far from complete, "sidewalk supers" can see extra thick columns in place under the spot where the bank's vault will be built.

Excavation work has started for the Hotel America building, and crews of the Turner Construction Co. are removing the top level of soil down to water level. Next step will be to surround the hotel project area with sheet piling and establish a well-point system for de-watering and backfeeding of the area, very much as was done on a larger scale when the central section foundation was put in.

Two pile-drivers move steadily forward on the job of sinking piles, plus placing 140 steel "H" beams at the War Memorial Auditorium. Nearly 200 piles already have been driven by the C. L. Guild Construction Co. during its two-shift operations on the foundation. These piles must plunge to bedrock some 140-160 feet below the surface. To do this, a "Kelly-bar" drilling rig pre-drills holes in the ground and drops a pipe pile into the hole as far as it will go; then reaches over and pulls up another pipe pile and welds it to the top of the first pile just above ground. This "joined" pile then is driven down as far as it will go to bedrock.

Odds 'n ends department . . . a cafeteria has been set up to feed the men, and will have "satellite" units located at strategic points about the project. One unit will follow the steel men right up to the top of the tower! . . .The mainline tracks of the New York Central (Boston & Albany) Railroad temporarily are relocated along the north easement wall of the project. This was done as two lines of foundation piles had to be driven; one along the wall separating the railroad from the toll road, and which will support columns holding up that part of the tower section over the right-of-way. The other line will be between the traffic lanes of the toll road . . . Steel carriers ferrying steel from the Beacon Park yards in Allston to the site add an old-fashioned note to this modern-day scene of hustle and bustle. Their coming is heralded by the use of carriage bells! . . .Another item -- the "dinner pail" will be a rarity at the site, with most workers preferring to take advantage of the diversity of food offerings from the cafeteria "on location.". . . Engineers keep constant check on the tower as it rises to make certain it stays exactly level and "plumb." This is done at several check points throughout the foundation area. . . .Even casual passers-by now will be able to keep tabs on the progress of the skyscraper construction. As work progresses on the topmost floor, a huge sign will notify viewers that this work is under way on the "10th" or "12th" or subsequent levels.

# # #

September, 1962

iries on any phase of this should be directed to our Public Relations Department (COpley 500) and either Ben Becker, Jim Smith, or Bill Patton will be glad to be of assistance.

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PRUDENTIAL CENTER
PROGRESS REPORT NUMBER THREE

(This is the third in a continuing series of reports prepared by Prudential's Public Relations Department to keep news media up-to-date on activities at the Prudential Center)

A new and unique method of driving piles will be used for the first time in Boston on the Hotel America site on the west sector of Prudential Center. The piles will be driven by a sonic driving unit invented by Albert G. Bodine Jr. of Van Nuys, California, and developed by the C. L. Guild Construction Company of East Providence, Rhode Island. Instead of each pile being slammed into the ground an inch or so at a time by a conventional steam hammer, sonic waves created by sonic equipment cause the entire pile to resonate slightly, approximately 150 times per second. The pile resonates (or vibrates) as it penetrates the ground, first causing earth to move away and then attracting the material to return in a packed condition around the pile. Comparative studies made of pile-driving under like conditions show the "sonics" can drive a pile 71 feet while, nearby, the conventional steam hammer drives another pile three inches. The new method is expected to speed construction work on Hotel America.

Nine hundred and seventy feet of sheet piling have been set in place at the hotel site. The sheet piling was installed, making a cofferdam to seal off the working area from the Back Bay's high water table. Upon completion of this key stage, the hotel site came alive, as Turner Construction Company, general contractors for the hotel, moved in with men and heavy equipment. Excavation of the site lowered the ground level to permit foundation work to begin for the 29-story structure. More than 900 piles will be driven into the ground up to depths of 150 feet.

On Prudential Tower, focal point of the huge project, steel workers reached the 34th floor on November 14. Smiles were noticeable around the tower a few days ago as elevator men completed work on the first passenger-carrying elevator, travelling from sub-basement to the 10th floor. Other elevators are scheduled for operation shortly to permit access to upper floors. Elevators for handling building materials, installed on the outside of the steel framework, have been in operation for several months.

Aircraft warning lights now adorn the peak of each derrick atop the steelwork. Hoisting engines for the four derricks, formerly located in the sub-basement area, have been relocated at the 20th floor. They will stay there until the building is "topped out" early next year. Weather conditions will play a large part in the rate of progress of top steel. No firm date is set on completion as yet.

As steel men work on the soaring framework of the tower, a distinct pattern of progress is evident on lower levels. Concrete covers the raw exterior steel framework from the lobby area through the 15th floor. Floors three through 10 have been partially completed with steel decking and concrete covering. A vast network of utilities --heat, power, light and air conditioning -- now appears in the lower areas.

The turnpike and railroad right-of-way running beneath Prudential Center and the City's Municipal Auditorium has been virtually covered at this stage of construction. Structural steel for the two commercial buildings facing Boylston Street spans this right-of-way, creating a 1,000-foot-long tunnel for rail and highway traffic. The huge steel girders used in these spans have been placed upon special columns designed to prevent transmission of vibration from tunnel traffic to the areas above. The columns and steel girders are separated at their common meeting points by "sandwiches" of lead and asbestos-like material, thus minimizing tremors from railroad and toll road traffic.

More than 95% of the underground garage area facing Boylston Street has been covered with heavy concrete slabs forming the ring roads, walkways and plazas. On the south, or Huntington Avenue side of the project, more than 50% of the foundation area has been covered by the first of three garage levels. Workmen have moved into the large underground areas and are installing huge pipes and conduits for the utilities serving the project.

At present there are some 1,000 workers at Prudential Center in all phases of work on the center section, hotel and auditorium projects. Many new mechanical tradesmen will appear on the site shortly. The newest arrivals are ornamental iron workers, who will install the outside wall on Prudential Tower. The aluminum and glass installation will begin shortly after weather tests are complete. The tower's approximately 10,000 windows will be permanently fixed and maximum weather tightness must be assured prior to installation.

For Boston's Municipal Auditorium, located in the northwest corner of Prudential Center, concrete has been poured on portions of the basement and first floor. Steel girders have been placed over the railroad portion of the toll road and railroad right-of-way, matching what has been done on the adjacent Central section. Pile driving for the auditorium's foundations south of the right-of-way area is virtually complete. After the railroad tracks are shifted to their permanent position, pile driving will begin on that portion of the building lying north of the right-of-way facing Boylston Street.

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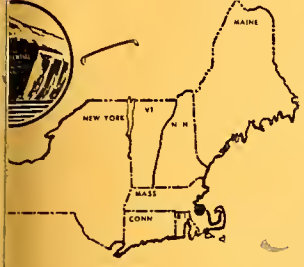
November 16, 1962



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Progress Report No. 5

PRUDENTIAL CENTER PROJECT

Boston, Mass.

Progress in the $100-million Prudential Center is marked this week by final preparations to raise the roof of the Civic Auditorium.

The roof of the theater section of the $12-million War Memorial Auditorium, being built by the City of Boston Auditorium Commission, will be supported by 23 prefabricated steel trusses. Each is 150 feet long and weighs nine tons. They are now being welded and painted on the ground floor prior to being hoisted into place 75 feet above the lower street level of the three story building.

The roofing of the 5,800 seat theater section is a key stage in the completion of the convention hall. When completed in mid-1964, the hall will accommodate large national conventions and shows formerly held in the razed Mechanics Hall.

The auditorium has been designed with special acoustical and stage facilities to accommodate opera and ballet. The special facilities were made possible by the public and private subscription of more than $360,000 through the Boston Opera Association, Inc.

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Other signs of work progress on the Auditorium can be seen in the basement levels of the three story building where wash rooms are now tiled and ready for fixtures to be installed. On the street floor the ticket booths are "roughed in" complete with ticket windows.

In the 52-story Prudential tower building, air conditioning machinery with a total capacity of 4,400 tons (the average home air conditioning unit is one ton) is being installed in the second sub basement below the lobby. The huge machinery will pump cool water from the basement to the tower's five mechanical floors (12th, 21st, 31st, 41st and 51st) this water cools air which is circulated throughout the 1-million sq. feet of office space in the building. Two 24-inch diameter water mains will carry water from the basement to two cooling towers located near the top of the building. The cooling towers are 18 feet wide and 62 feet tall. These units will handle the 720,000 gallons of water per hour needed to air condition the 52 story building.

The 10,000 windows in the tower will be fixed in place. Window washers will clean the ten acres of dark gray, green tinted and clear glass in a power operated scaffold. The window washing scaffold will run up and down the four sides of the 52-story tower on safety guard rails built into the heavy aluminum frames running the entire height of the structure.

Nearly one-half of the 2 million pounds of aluminum window frames are now in place and glaziers have started work installing glass on the lower floors.

A smaller refrigeration unit is now being installed under the south plaza to handle the brine cooling system for the 85-by-120-foot ice skating rink which will front on the South

Plaza on the Huntington Avenue side of the tower building.

On the Hotel America site, adjacent to the auditorium and west of the tower building, 50 ton steel girders are now being fixed in place at a key stage of heavy steel construction. Ten of these 50 ton "transfer" girders, 56 feet long and 10 feet in height, will support the upper 24 stories of the 29-story hotel. The construction of these 24 stories will be of reinforced concrete.

Engineers estimate that more than 155,000 cubic yards of concrete has been used into the $100-million project site to date in the tower, the auditorium and the hotel. This is more than half of the concrete due to be poured at the Prudential Center. When completed all of the concrete would equal the displacement tonnage of four luxury ocean liners such as the United States (52,000 tons.)

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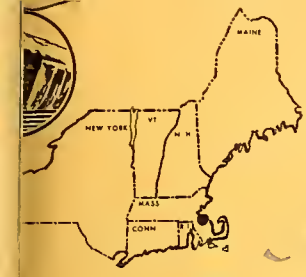
July 10, 1963



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Progress Report #6

Prudential Center

Boston, Mass.

Progress in the 52-story Prudential Tower continues at a rapid pace. Aluminum window frames now extend beyond the 42 floor and glaziers have completed closing the building in at the 21st floor. Immediate goal for construction workers is to close the 750 foot building in by cold weather thus assuring work progress through the winter months. Heavy utility work continues in the "core" or middle section of the Tower. Steam fitters, plumbers, sheet metal men, elevator men and bricklayers are working on installation of heavy utilities.

Four lengths of continuous railroad track, each 1,300 feet in length have been installed in the railroad tunnel running beneath the Prudential Center including the City of Boston's Auditorium. The rails will make up the two sets of tracks used by the New York Central RR Mainline. The rails have been welded in continuous lengths to avoid the usual noise as railroad car wheels pass over rail joints.

-more-

Special wooden ties and rubber tie plates have also been installed. In addition, instead of the traditional spikes, railroad workers have installed heavy bolts to fasten the track to the ties. Fresh crushed rock ballast averaging from 1½ feet to two feet thick has been placed in the tunnel to further cushion vibration. A cement plastered ceiling is already in place in the tunnel. The track is now used by trains daily.

Workers on the 29-story Hotel America in the west sector of the project have reached the 7th floor. Construction will be speeded by the use of a "climbing crane," already at work on the site. The crane, used for hoisting working materials, is located in the center of the building, and hikes itself up as the building progresses skyward. Many of these cranes now dot the Boston skyline.

Underground parking areas in the Hotel, situated beneath open plaza areas as well as the area under the Hotel building itself, are rapidly taking shape. Steel work for the five-story function wing is rising next to the skeleton of the main hotel building. The function wing will contain a large Ballroom, several restaurants and is topped with a large swimming pool and motel rooms on the fifth floor level. Target date for completion is spring 1965.

-30-

Over at Boston's $12-million Municipal Auditorium, the large floor area in the 5,800 seat theater section has been poured. The roof section is all but complete and steel for the huge opera staging facilities is in place. The front of the Auditorium, facing Boylston Street, is still incomplete due to a portion of the Toll Road tunnel still to be spanned. The Auditorium is expected to be among the first of the many segments of the project to be finished. Conventions and exhibits are becoming attracted to the modern facility, the first of its kind in Boston. Bookings have been made as far in advance as 1973.

Elsewhere on the project, workmen representing a variety of new skills arrive for work daily. A great influx scheduled shortly will be plasterers and marble workers. Finish work continues on the North plaza of the Center Section, facing Boylston St. Beautiful "poured in place" stone mosaic panels in a variety of colors now line walkways and access points to the project. Light colored Pre-cast stone mosaic curbing and cornices line much of the North Plaza. Tons of pre-cut granite from New Hampshire has been installed in stairways, planters and lining outside fountain walls.

-rule-

August 29, 1963

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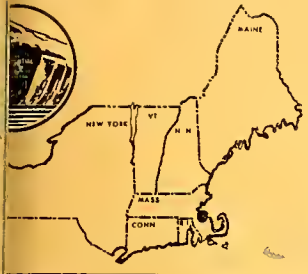
August 29, 1963



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236-2345

Progress Report

#7

Prudential Center

Boston, Mass.

The old iron bridge on Boylston Street is coming down. The bridge is being dismantled to make way for a new and longer bridge over the Massachusetts Turnpike extension into Boston. The Turnpike right-of-way extends beneath the Prudential Center, adjacent to the old bridge.

The Bridge has an unusual history. Built in 1888 by the City of Boston, over the Boston and Albany Railroad mainline tracks, it was the longest iron span bridge of its day. Although made of iron, some steel members were used in the Boylston St. Bridge construction for the first time in Boston's history.

In 1906 the Boston Elevated Railway, forerunner of the Metropolitan Transit Authority, commissioned the famous MIT Professor, Charles M. Spofford, to redesign the old iron bridge for the added weight of 50-ton street cars.

Professor Spofford's unique solution was to build another, almost hidden, bridge structure inside the Old Boylston Street spans thus creating two bridges in one. The new spans

-more-

supported the street cars and the old spans continued to support the Boylston Street traffic, each independent of the other. Access to the City's $12-million Auditorium and the northwest corner of the Prudential Center will be improved by the new bridge.

Three key construction stages have been reached by workers of the general contractor for the center section, Perini-Walsh, in the 52-story tower building, now Boston's newest landmark.

Steam supplied from the Boston Edison Company has been piped into the subbasement of the tower building and soon will be heating the building under a modified plan utilizing the building's interior and perimeter heating systems. This will furnish construction workers temporary heat enabling them to continue to work during the cold winter months.

Heavy electric power is also ready to be turned on. Using cables as thick as a man's forearm, a 13,800 volt, primary-power line, has been wired into the large transformer vaults in the tower's basement. Segments of the tower will be shifted from temporary to permanent power as electricians continue their progress up through the building.

The next heavy equipment to be installed in the 750 foot tower building in the next several weeks will be two large cooling towers near the top of the building. The cooling towers will aid in cooling air conditioning water used throughout the building. The two units, capable of handling 720,000 gallons of water an hour, will be built within the framework of the top three floors of the tower and will weigh 55 tons each.

Glass for the window wall on the outside of the tower has reached the 36th floor.

The "Chicago" boom, used for hoisting materials on the outside of the tower, has been re-located to the west side of the building. It will continue in operation for several more months.

Many pieces of special heavy construction equipment are being discontinued at the Prudential site as major construction phases are completed. For example, the concrete elevator located on the south wall (Huntington Ave.) of the tower will be dismantled at the end of October. Workmen will then completely enclose all remaining areas in the glass wall except for openings reserved for the two outside material hoists on the west side of the tower. Gradually, these outside hoists too, will be discontinued, as materials will be raised by permanent freight elevators now nearing completion inside the building.

Construction materials arriving at the Center Section on the project site are now channeled to the newly-activated and permanent freight handling area located below the west plaza area. Using a common service driveway (also serving the Hotel America and Municipal Auditorium), trucks are now using the same unloading bays and truck docks that will be used when the project is completed.

At Hotel America, under construction by the Turner Construction Company on the west side of the project, workers have reached the 10th floor of the 29 story hotel building.

In the basement area, many of the utility room walls have been erected. The Hotel America will need many of these special purpose rooms to supply the needs of the 1,000 room hotel, including the five-story separate function wing. These basement rooms include meat refrigerators, linen closets, bottle storage, kitchens and a laundry, in addition to the large parking garage for hotel guests.

Two interesting items: Although the hotel is still considered to be in a "heavy construction" stage, over 55 bath tubs have already been placed on the upper floors. Due to the size of the tubs, construction engineers decided delivery of the bath tubs is easier at this stage of construction. Also, the aluminum swimming pool will be installed shortly on the top level of the five story function wing. The aluminum pool has been shipped to the site of the Hotel America in some 30 sections and will be welded in place on the steel framework in about two weeks. The pool, the highest of its size in Boston, will provide a warm-weather attraction for hotel guests.

Construction workers for the general contractor S. Volpe & Co., on the City of Boston's $12-million War Memorial Auditorium, halted work momentarily as ceremonies were held on Wednesday, October 23rd for the laying of the building's cornerstone. City officials, civic dignitaries and representatives of the Prudential Insurance Company took part in the ceremony.

Due to relocation of the railroad line into the permanent tunnel beneath the Auditorium, the front portion of the building, over the Massachusetts Turnpike, can now be completed facing Boylston

Street. Huge steel girders may now be seen spanning the last segment of the Toll Road-Railroad right-of-way. The Auditorium is almost completely enclosed except for a small portion in the theater section and the above mentioned front section, facing Boylston Street.

-rule-

October 31, 1963

The Prudential INSURANCE COMPANY OF AMERICA
PUBLIC RELATIONS DEPARTMENT
Northeastern Home Office
142 Berkeley Street
Boston, Massachusetts
Phone: 236-2345

Progress Report #8

Prudential Center

Boston, Mass.

More than 30,000 people a day - this is the projection for pedestrian traffic in the Prudential Center during 1965.

This projected figure is based on a Prudential study after consulting management experts in office rentals, hotel bookings and apartment real estate.

The figure covers only persons working in the huge complex, tourists and conventions visitors, and the 1,000 people living in the apartment buildings.

Excluded from the population projection are the shoppers in the commercial sections. Shoppers could range from several hundred to several thousand.

The first of seven major art commissions was recently announced by Prudential as an integral part of the multi-million dollar Prudential Center under conatruction in Boston's Back Bay.

Beacon Hill artist Alfred M. Duca was awarded the first commission for the creation of a large 60-foot long-20 foot high sculpture work to occupy the lobby of the 52-story Tower building, focal point for the huge project.

The sculpture was commissioned as a functional piece of art in which the artist has worked in molten iron to interpret Boston's unique topography and history viewed from the 750 foot Prudential tower.

The hanging sculpture will be viewed by visitors to Prudential Center upon entering the Tower Building. The response to this artist's work will enhance the impressions of visitors viewing the new and old Boston from the highest building outside of New York City.

The sidewalk super's view into Pru Tower has been blocked off on one side as workers emplacing the glass and aluminum facade have reached the 49th floor. On the 50th and 52nd floors, workers are installing panes of glass for the observation deck and sky room restaurant.

Elsewhere in the tower, men in the mechanical trades are stepping up the pace to get the plumbing, heating, and ventilating equipment ready for occupancy this fall. Throughout the tower's heavy utility areas, the hiss of live steam is mixed with the steady whine and hum of transformers and heavy motors under load. In several of the mechanical floors -- there are five of these in the tower -- motor control switchboards are alive with multi-colored panel lights. Construction workers switch on new machinery daily as the electricians splice in permanent power.

In the basement and subbasement of the tower, virtually every square foot of usable space is occupied with huge piping, machinery, and master electrical control units. The dark basement recesses are brightened suddenly and dramatically with flashes from welder's torches as they make a final connection in piping or other metal-work.

Metal door frames stand alone waiting for brick-layers to tie in adjacent walls. These walls will enclose locker rooms, electrial shops and other maintenance facilities needed for the support of the building when it is finished.

Office partitions housing Prudential's Northeastern Home Office executive staff are now well underway on the 18th floor. Plans are

almost ready for the anticipated move from the temporary headquarters on Berkeley St. The office staff is expected to start to move late this summer.

Almost all walls and columns below the 34th floor have a finish coat of plaster. Ceilings and floor covering will be installed shortly, after electrical outlets, phone lines, and office lighting requirements have been determined.

In the third floor of the tower, a full size cafeteria is taking shape. Ventilation hoods are in place for several bake ovens, and construction workers have placed finished wall and floor tile throughout this floor.

Elevator construction men have activated the first low-rise bank of passenger elevators extending to the 10th floor. Although lacking wood finishing, the cables, controls and hoist machinery are tested daily. Other banks of elevators are being readied for service. Two temporary freight and passenger elevators provide transportation for workers up to the 52nd floor.

A team of high iron workers has returned briefly to Prudential Center to finish structural steel erection for the east plaza commercial buildings and a small section of the reflecting pool surrounding the base of the Tower. Several hundred tons of steel remain to be erected at this point.

Construction on the 29-story Hotel America located on the west side of the Prudential Center has reached the 22nd floor. Although scheduled for occupancy in the spring of 1965, the construction workers are already working on finish decor for the many specialty restaurants on the ground floor of the separate, 5-story, function wing. Elevator hoistways, plumbing and electrical work are following the concrete workers upward as they complete the building floor by floor.

Sidewalk superintendents have asked how concrete can be poured in cold weather. By closing in the building at each previously con-

structed floor with heavy canvas , the temporary heat can rise through special vents in the floors. It covers the freshly poured concrete like a blanket, assuring proper curing of the new floor. After the concrete hardens, this serves as a base for the next floor's construction. Temporary enclosures and heaters are relocated to the next floor, and so on.

Construction on the hotel is roughly on schedule. The 29th, or top, floor is expected to be reached near the end of April or early May. Warmer weather may allow construction men to speed up progress. Near the end of this year planning officials will begin the task of interior decoration and furnishing. This will take about 3 months. The 1,000 persons who will staff the hotel are already in training throughout other facilities owned and operated by the Boston-based Hotel Corporation of America.

Boston's 150,000 sq. ft. tri-level War Memorial Auditorium is almost fully enclosed. All major steel construction is finished. Workers are finishing duct work and the utilities for display animation. These special locations will enable exhibitors to tap electric power lines, gas, hot and cold water, phones, and closed circuit TV.

The floor of the 5,800 seat theater section is virtually complete. Concrete construction of the balcony is almost done. The basement truck unloading dock and several stairwells are finished. The largest hydraulic powered elevator in the east, capable of lifting the entire trailer truck to any auditorium floor, will be tested shortly.

Next major steps are installation of permanent electrical and plumbing fixtures, finished plaster, and grading along the front of the building on Boylston Street.

There are 1,200 men a day working on all three major segments of the Prudential Center.

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PRUDENTIAL CENTER

BOSTON, MASS.

PROGRESS REPORT

NO. 10

APARTMENTS

Contractors for the twin, 26-story apartment buildings have moved in to the eastern sector of the Prudential Center. Gilbane Building Company, of Providence, R.I., opened a field office at 739 Boylston Street, Room 529 (Tel. 262-3480), under project manager Dick Evans.

Seventy-five per cent of the sheet piling is in place around the apartment complex to keep water from the project while maintaining the level outside the piling at city standards. In mid-December, Western Foundation Company will begin the 18-week job of sinking 100 steel caissons under the ground 150 feet to bedrock. The 36-inch diameter caissons will have I-beam centers filled with high-strength concrete.

-more-

Foundation work will continue through the winter.

AUDITORIUM

The stainless steel marquee over the Boylston Street entrance to the City of Boston War Memorial Auditorium is taking shape. The words billing coming events will be 10 inches high along two rows. Similar, smaller marquees will be installed facing the West Court, between the Tower and the Hotel, and facing the Tower's North Plaza, at the auditorium and of the shopping arcades.

Inside, stage elements such as flooring, lighting and sound are nearly completed. The three stage lighting control boards will be installed shortly, after scaffolding is removed and clean up completed. Footlights are in.

Ceiling sound and lighting is in, along with accoustical ceilings and walls. Eight miles of microphone wiring runs from the balcony sound booth to all parts of the building. Twenty miles of loudspeaker cable leads from the same booth to the building's 500 speakers.

Down on the auditorium floor, or orchestra seats, workers are finishing up terrazo pouring as rails go in place under the stage for the sliding seats.

Oak flooring in the stage is ready and waiting for the first tread of a ballet's slipper.

SHERATON-BOSTON HOTEL

The Hotel's general contractor, Turner Construction Co., is moving rapidly as it looks ahead to completion of the hotel less than five months away.

-more-

PRUDENTIAL TOWER

The 750-foot high Prudential Tower, focal point of the project, is now open to the 1200-person office staff of the Company's Northeastern Home Office. Prudential occupies the first 18 floors of the tower.

More utilities and interior finish plastering and tiling remains in the Tower's upper floors.

At the plaza level, landscapers are planting magnolias around the ice skating rink, located on the Huntington Ave. side or South Plaza. The rink's refrigeration pipes have now been covered with concrete.

The West Court, between the Hotel and the Tower, looks like a back yard patio, all in brick.

Escalators from the Center's Ring Road to the North Plaza level will be operating late next month.

The Tower's lobby is nearly completed. Much of the work remaining is for special effects, such as Tower directory, works of art and elevator lobbies.

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The Prudential
INSURANCE COMPANY OF AMERICA
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Boston, Massachusetts
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PROGRESS REPORT

ON

THE PRUDENTIAL CENTER PROJECT

MAY, 1963

Take-home pay for more than 2,000 construction workers on the job at the Prudential Center project will exceed $1.3 million during the month of May.

The total work force will hit a peak of 2,500 men in mid-July, tapering off to 1,700 in December and followed by a steady reduction of workers as the project nears completion in 1964.

During the eight-month period, May through December, 1963, an estimated $10.5 millions in wages will be paid to members of the 20 major trade unions at work on Prudential Center.

The $10.5 millions in wages to be poured in the local economy during the next eight months will give the economy of Massachusetts a decided lift for 1963.

The average wage paid to members of the 20 major trade unions building the $100 million project is $4.20 an hour.

The average weekly gross pay of construction workers on the Prudential job exceeds $170-a-week, based on current wage scales.

Heavy steel work on the Prudential Tower is finished. Final touches on light steel work above the 52nd floor restaurant will be completed within a month.

-more-

Ironworkers are still at work erecting heavy steel for three other key buildings at the base of the tower.

These are:

---The $12 million City of Boston War Memorial Auditorium - -

---The $27 million Hotel America - -

---The tri-level commercial building housing the New England Merchants National Bank.

Viewed from the sidewalk superintendent's booth on Huntington Ave., the 52-story tower building suggest a busy anthill as the hundreds of construction workers are seen moving in and around the exposed steel superstructure.

Storage space within the tower is at a premium as electricians, plumbers, carpenters, bricklayers, ironworkers and sheetmetal men stack material needed to complete the job.

The appearance of frenzied motion belies the fact that each man's task is carefully dovetailed with others in a single plan of logistics and supply laid out many months ago. Overseeing the quick dispatch of the visible mountains of material are more than a score of supervisors representing Perini-Walsh, general contractor and the many sub-contractors.

More than 900 piles have been driven distances of 150 feet for the 29-story Hotel America located on the west side of the project, close by the former Boston Technical High School, now under demolition. The piles reach bedrock, providing a solid footing for the huge six-foot-thick concrete pile caps, which will in turn support the Hotel's structural steel framework. Steel for the hotel will extend to the fifth floor level, enclosing the

large service facilities, lobbies and restaurants.

Above the fifth floor level, the 29-story building will be supported by reinforced concrete. The low-rise (five story) function and motel wing facing the corner of Belvidere and Dalton Streets, will be constructed of structural steel throughout.

Also in the hotel area, a three-foot-thick reinforced concrete mat is now being poured for the sub-basement and underground parking area. 15,000 cubic yards of concrete will be used in this floor. Workers of the Turner Construction Company, general contractor on the hotel project, are erecting supports for the large columnswhich will extend upwards to support street level plazas and ring roads surrounding the hotel.

Work on the City's three-level War Memorial Auditorium, being constructed by S. Volpe & Company, has reached the top floor with steel work. The large bay left open in the building's southwest corner, near Scotia Street, will accommodate the heavy steel girders required for the 5,800-seat theater section.

Stairways are in and underground basement areas are honeycombed with utilities providing water, gas, electricity, closed circuit TV as well as compressed air for the convention-exhibit areas.

Elevator men are working in the basement area of the auditorium constructing one of the largest elevators ever built. Designed to carry full-sized highway trailer trucks, the elevator's capacity is 37 tons. Trucks will be able to drive directly onto the auditorium floor to deliver huge convention exhibits and displays.

Cement gangs have started two shifts to keep pace with construction schedules on the Prudential Tower building. On the outside of the 750-foot skyscraper, material-handling elevators are working double shifts as

they speed up and down the steel superstructure. From the sidewalk superintendents' view, thehundred feet-per-minute clatter of the elevators appears to be fighting a losing battle to keep up with the ceaseless demands for more and more material.

Another progress marker from the outside view of the tower is the aluminum for the "skin" or window wall, which now extends to the 15th floor. By the end of May the aluminum framework is expected to reach past the half-way mark at the 26th floor.

Inside the tower building, workers are roughing in plumbing, air-conditioning and electrical conduits. On the fifth floor, set apart for Prudential's medical department, heavy ironwork is being installed to support heavy X-Ray equipment and lead shielded X-Ray rooms.

More than 1,000 tons of heavy power equipment have been lifted and fixed in place in the upper stories. This equipment includes elevator motors, air-conditioning cooling tanks and other heavy machinery too bulky to be installed once the outside wall is in place.

A great disappointment to the rubber-neck set among construction workers has been the persistent overcast skies and smoke from brush fires which have frustrated efforts to photograph distant landmarks in other New England states. The greatest distance marked from the heights of the tower building is the 65-mile view of the 3,000 foot Mount Monadnock in southwestern New Hampshire.

Preliminary grading of the inbound lane of the Massachusetts Turnpike is underway as the road contractor rapidly pushes toward Prudential Center. The turnpike section running beneath the Center is reported ahead of schedule.

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